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SUPPLEMENT TO
REPORT NO.

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RAILROAD SYSTEMS REPORT ACHIEVEMENTS

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WESTERN RAILROAD OKRUG EXCEEDS CARLOADING PLANS -- Sovetskaya Belorussiya,
30 Jul 50

In 1949, the Western Railroad Okrug exceeded the plan for all basic production and financial indexes. Average daily carloadings on the railroad systems of Belorussia increased in 1949 by 13.4 percent in comparison with 1948 and exceeded the planned level. During the first half of 1950, the plan for carloadings was exceeded considerably.

During 1949, freight-car turnaround time on the okrug was accelerated by almost 10 hours against the year plan and by more than 40 hours in comparison with 1940.

KIROV SYSTEM COMPLETES CARLOADING PLAN -- Leninskoye Znamya, 30 Jul 50

On 15 July, the Kirov Railroad System completed the 7-month plan for carloadings. During the last 3 months, average daily distance traveled by locomotives on the system has been 18.3 kilometers above the norm, and locomotive engineers of the system have handled more than 3,000 above-norm-weight trains.

However, the system is not completing its assignments for loadings of such important freights as timber, apatites, and fish. Freight-car turnaround time has been increased. Repair of railroad cars is unsatisfactorily organized on the system.

Locomotive engineers of the Kirov System saved 10,000 tons of fuel during the first half of 1950.

LATVIAN SYSTEM COMPLETES CARLOADING, UNLOADING PLAN -- Sovetskaya Latvija, 30 Jul 50

The Latvian Railroad System completed the second-quarter plan for carloadings 119 percent and for unloading 112 percent. However, only 94 percent of the second quarter assignment for freight-car turnaround time was fulfilled.

More than 65 percent of the locomotives of the Latvian System are now operating according to norms of the condensed schedule.

At present, there are no speed restrictions because of poor condition of the track on the whole system.

KISHINEV SYSTEM LOWERS TURNAROUND TIME -- Sovetskaya Moldaviya, 30 Jul 50

During the first half of 1950, locomotive turnaround time on the Kishinev Railroad System was reduced by 1.6 hours, and the average daily locomotive distance traveled increased by 15 kilometers. During the first 6 months of 1950, average daily carloadings on the system exceeded the Five-Year Plan goal by 16.5 percent.

SCORES TURKESTAN-SIBERIAN SYSTEM -- Kazakhstanskaya Pravda, 30 Jul 50

On the Turkestan-Siberian Railroad System there are constant infringements of the schedule for train traffic. There is no rhythm in operations, and freight-car turnaround time has been increased.

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TASHKENT SYSTEM LAGS -- Pravda Vostoka, 30 Jul 50

In spite of the fact that in comparison with 1949 the Tashkent Railroad System has increased the volume of carloadings and unloading, it is still lagging with its program. The system did not fulfill the plan for average daily carloadings either in the first or second quarters, and did not meet the assignments for utilization of locomotives and rolling stock.

In 1949, the state plan for carloadings was completed 101.3 percent.

The high quality of the TE-1 Diesel locomotive built by the Kharkov Plant requires outstanding knowledge and skill to operate. At first, not all the locomotive engineers on the Tashkent System assigned to this locomotive were convinced of its advantages.

TRANSCAUCASUS SYSTEM TOPS UNLOADING PLAN -- Zarya Vostoka, 30 Jul 50

The Transcaucasus Railroad System fulfilled the carloading plan for the first half of 1950 by 102 percent. In comparison with the same period of 1949, average daily carloadings increased by 14 percent. The plan for unloading was also exceeded.

The system has still not achieved correct utilization of rolling stock. The plan for freight-car turnaround time is not carried out. There are frequent infringements of the train dispatching and handling schedules, and there are many shortcomings in the service for passengers. Lateness in passenger trains has not been eliminated.

The 6-month plan for repairing rolling stock was completed 111 percent.

The system is being equipped with intermittent train stops and cab signaling. The construction of the system's own electric power base is being widely developed.

AZERBAIDZHAN SYSTEM LAGS IN LOADING PETROLEUM -- Bakinskiy Rabochiy, 30 Jul 50

While exceeding the plan for total carloadings, the Azerbaydzhane Railroad System has still not made up the lag in loading petroleum created during the winter months. The system is not meeting the norm for freight-car turnaround time, and completes the carloading plan by keeping an excessive number of cars.

During the past few months, no more than 70 percent of the trains have been dispatched on time, and not even that proportion has been handled in accordance with the schedule for train traffic.

This year the Azerbaydzhane System must increase average daily carloadings by at least 9 percent.

In comparison with 1945, freight turnover on the Azerbaydzhane System increased in 1949 by 153 percent, and in the first half of 1950, by 67 percent. The volume of petroleum carrying on the system during this period increased almost 100 percent.

The results of the first half year's work would have been much better if the system had executed the winter-preparation plan in time and on a higher level. In January and February, not more than 35 percent of the trains were handled in accordance with the schedule, and the plan for average daily carloadings was only 70-75 percent completed. The plan for unloadings was handled even worse.

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FAR EASTERN SYSTEM CARLOADING AHEAD OF SCHEDULE -- Trud, 29 Jul 50

The Far Eastern Railroad System completed the July carloadings plan 5 days ahead of schedule.

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